

Accordingly (at 9 o'clock and 57 minutes a.m.), the House stood in recess.

Ms. JACKSON LEE. Mr. Chair, I rise to speak in strong support of H.R. 1140, the Rights for Transportation Security Officers Act of 2020, which will create civil service protections for TSA employees that are long overdue.

H.R. 1140, mandates the conversion of all covered employees and positions within the Transportation Security Administration (TSA) to the provisions of title 5, United States Code.

The bill represents a longstanding priority for Chairman THOMPSON, the bill's author, and my own as a former chair of the Homeland Security Committee's Subcommittee on Transportation Security to extend the rights and protections afford to all federal government employees to TSA personnel.

Several versions of the bill have been introduced over the past decade, but this Congress is the first time the bill has received overwhelming, bipartisan support, with 236 co-sponsors including 10 Republicans.

The legislation curtails TSA's broad authorities to create and control its personnel systems, instead requiring TSA to abide by the provisions of title 5 which regulate personnel systems for most Federal agencies.

The bill would provide TSA employees with the workforce protections and benefits available to most other Federal workers.

The bill sets forth transition rules to protect the rate of pay and other rights of TSA employees during a transition to title 5.

The bill also requires the Secretary of Homeland Security to consult with the appropriate labor organizations to carry out the transition.

This bill does not affect prohibitions against disloyalty and asserting the right to strike against the federal government.

The bill also extends the timeline for the transition from 60 days to a more realistic 180 days, and it contains language to protect employees with grievances or disciplinary actions pending during the transition.

On the morning of September 11, 2001, nearly 3,000 people were killed in a series of coordinated terrorist attacks in New York, Pennsylvania and Virginia.

The attacks resulted in the creation of the Transportation Security Administration, which was designed to prevent similar attacks in the future by removing the responsibility for transportation security from private entities.

The Aviation and Transportation Security Act, passed by the 107th Congress and signed on November 19, 2001, established TSA just 2 months following the September 11, 2001 attacks.

The urgent need to provide a response to the available security threat was facing meant that much of the work to provide administrative structure and integration measures that would have woven in the civil service protections now been added did not occur at that time.

The TSA's mission is to protect the nation's transportation systems to ensure freedom of movement for people and commerce.

The work of the TSA is a frontline Department of Homeland Security and it is not easy—it can in fact be very dangerous.

Like many of my colleagues, I recall the shooting incident at LAX that killed Gerardo Hernandez, who became the first TSA officer killed in the line of duty; and the machete attack at the Louis Armstrong New Orleans

International Airport that resulted in injuries to Senior Transportation Security Officer Carol Richel.

These incidents only highlight the difficult work that the men and women of the TSA must perform each day to keep our nation's airports and flights safe.

The Department of Homeland Security (DHS) supports several key parts of the U.S. coronavirus response.

The TSA is responsible for: enforcing the travel restrictions for all flights that are carrying individuals who have recently traveled from China, notifying passengers and travelers of risks of contracting the virus, and coordinating with air carriers and airports to discuss government actions and seek input (TSA).

Allegations about mismanagement, wasteful procedures, retaliation against whistleblowers, low morale, and security gaps within the Agency are causes for concern.

TSA has consistently struggled with low morale across the workforce, ranking 303 out of 305 government agencies in 2016.

Low morale has a nexus to the high turnover rate within the ranks of Transportation Security Officers (TSOs).

TSOs represent 70 percent of the TSA workforce, yet have been denied full collective bargaining rights, whistleblower protections, and opportunities to effectively raise issues in dispute to an independent third party, such as the Merit Systems Protection Board.

Additionally, TSOs are subject to a pay and performance system that does not track with the General Services (GS) wage system, the primary wage system for Federal workers.

It is past time to make the changes provided by H.R. 1140, so the TSA workforce is treated equally to other federal employees with the power to advance and expand their opportunities as government employees.

Finally I am excited to support the Mucarsel-Powell amendment regarding infectious disease preparation and protection for TSOs, and the Cisneros Amendment that is very important which requires the DHS to prioritize hiring veterans including disabled veterans and others associated with veterans.

I ask my colleagues to join me in voting for H.R. 1140.

□ 1015

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. BROWN of Maryland) at 10 o'clock and 15 minutes a.m.

RIGHTS FOR TRANSPORTATION SECURITY OFFICERS ACT OF 2020

The SPEAKER pro tempore. Pursuant to House Resolution 877 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the further consideration of the bill, H.R. 1140.

Will the gentleman from Colorado (Mr. NEGUSE) kindly take the chair.

□ 1015

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the

further consideration of the bill (H.R. 1140) to enhance the security operations of the Transportation Security Administration and stability of the transportation security workforce by applying the personnel system under title 5, United States Code, to employees of the Transportation Security Administration who provide screening of all passengers and property, and for other purposes, with Mr. NEGUSE (Acting Chair) in the chair.

The Clerk read the title of the bill.

The Acting CHAIR. When the Committee of the Whole rose earlier today, amendment No. 9, printed in House Report 116-411 offered by the gentleman from Florida (Ms. MUCARSEL-POWELL) had been postponed.

ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, proceedings will now resume on those amendments printed in House Report 116-411 on which further proceedings were postponed, in the following order:

Amendment No. 7 by Mr. CISNEROS of California.

Amendment No. 9 by Ms. MUCARSEL-POWELL of Florida.

The Chair will reduce to 2 minutes the minimum time for any electronic vote after the first vote in this series.

AMENDMENT NO. 7 OFFERED BY MR. CISNEROS

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from California (Mr. CISNEROS) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 399, noes 1, not voting 35, as follows:

[Roll No. 87]

AYES—399

Abraham	Boyle, Brendan	Chu, Judy
Adams	F.	Cicilline
Aderholt	Brady	Cisneros
Aguilar	Brindisi	Clark (MA)
Allen	Brooks (AL)	Clarke (NY)
Allred	Brooks (IN)	Clay
Amodei	Brown (MD)	Cleaver
Armstrong	Brownley (CA)	Cline
Arrington	Buchanan	Cloud
Axne	Buck	Clyburn
Babin	Bucshon	Cohen
Bacon	Budd	Cole
Baird	Burchett	Collins (GA)
Balderson	Burgess	Comer
Banks	Bustos	Conaway
Barr	Butterfield	Connolly
Barragán	Byrne	Cook
Bass	Calvert	Cooper
Beatty	Carbajal	Correa
Bergman	Carson (IN)	Costa
Biggs	Carter (GA)	Courtney
Bilirakis	Carter (TX)	Cox (CA)
Bishop (NC)	Cartwright	Craig
Bishop (UT)	Case	Crawford
Blumenauer	Casten (IL)	Crenshaw
Blunt Rochester	Castor (FL)	Crist
Bonamici	Castro (TX)	Crow
Bost	Chabot	Cuellar